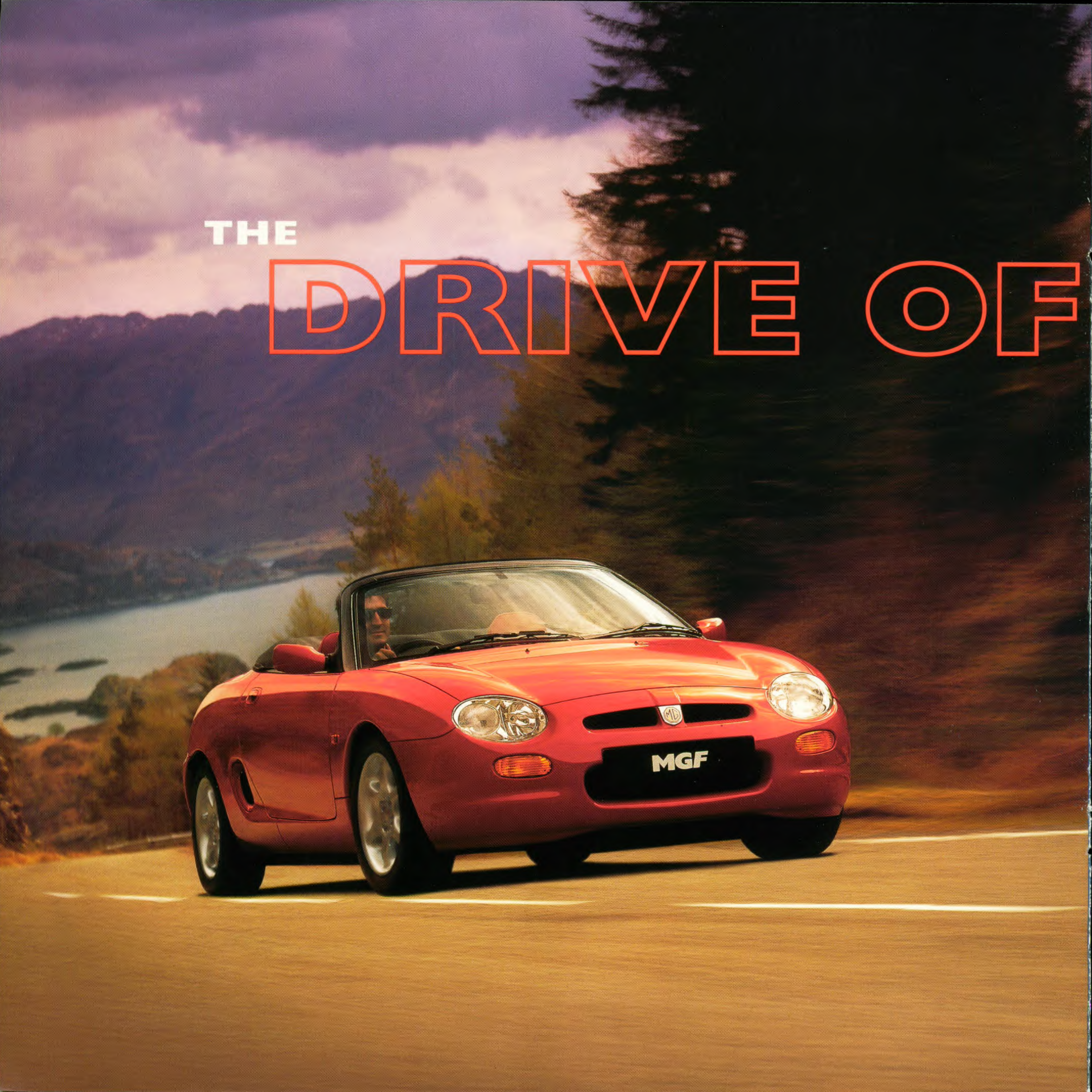
F

THE DRIVE OF



YOUR LIFE

MG is back. With a vengeance. Not only because all those who remember the best-loved sports car marque in the world have yearned for its return. But also because every driver who seeks an affordable, open top British sports car for the 1990s deserves to have their wish fulfilled. That time has come.

The MG*F* is a thoroughly modern revival of the marque. Capturing its charisma with breathtaking style, handling and performance. Offering you the ultimate sports car of today, and tomorrow.

The MG*F* more than lives up to the time-honoured MG theme of "Safety Fast". But its design looks forwards, not backwards; combining styling cues which reflect the illustrious history of the marque with state-of-the-art technology and refinement.

All to achieve one aim. The MG*F*'s design team set out to make it, quite simply, "The World's Most Enjoyable Car to Drive".

Ambitious? Definitely. Successful?

The verdict must come from you.

Although we admit to an understandable bias, we don't believe you'll be disappointed.

THE NEW AGE OF MG

The designers of the MG*F* felt that it was critically important to know what its future customers wanted from an MG built for today. So, long before the first prototypes emerged, they invited sports car enthusiasts to give their views and expectations.

These potential customers were quite clear about what was needed. The new car had to offer all the glorious fun and affordability of its illustrious predecessors. But it also had to be a sports car for the 1990s. Able to compete with the best of its rivals, and prove itself to be better. A true class leader, in every respect.

So the MG*F* engineering team went back to first principles, and asked the fiercely-debated question. Which design delivers the best sports car handling and performance? Side by side, the prototypes were evaluated; front-engine, rear wheel drive; front-engine, front wheel drive; and mid-engine, rear wheel drive.

The third option emerged a clear winner. Which is why the MG*F*, unlike its production forebears (but like a Ferrari), has a mid-engined, rear wheel drive layout. And why it means Fun with a capital F.

MGF

A TRULY GRI

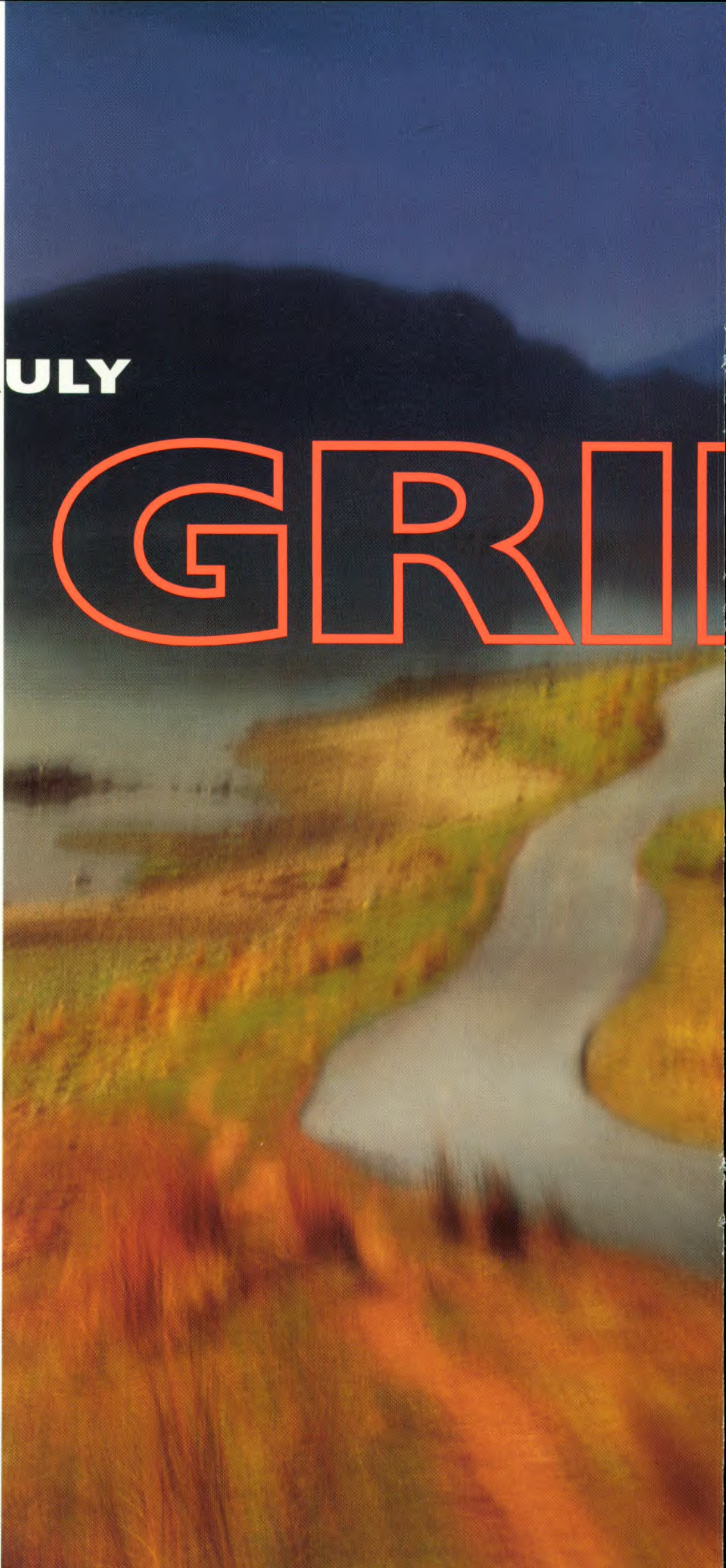
Real exhilaration comes from entering a bend and discovering that you're driving a car which handles curves as though it was born to do it.

The MGF was designed and built for the job. More than 100 experimental cars were built and tested before the design team were satisfied that it would give you all the fun you're looking for. The same perfectionism shows in the design of the MGF power units. Quite simply, they're among the most advanced

production engines in the world. The class-leading K-Series engine makes its debut as a 1.8 litre, with a choice of 120PS and 145PS power units. On the MGF 1.8i VVC, the revolutionary new Variable Valve Control system gives a breathing capability that would delight a Grand Prix driver.

The MGF 1.8i VVC can rev freely to 7000 rpm and beyond. Delivering its power with an immense eagerness; and with a voice which will be music to your ears, although never lacking in refinement. Capable of accelerating from 0 - 60 mph in an entertaining 7.0 seconds*; and on to a top speed of 130 mph*, where the law allows. So while we don't advise you to drive with quite such panache as they do at Silverstone, we can guarantee undiluted exhilaration.

* Manufacturer's data. See Specifications.

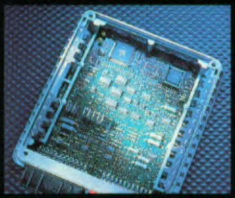


PPING
EXPERIENCE
MGF

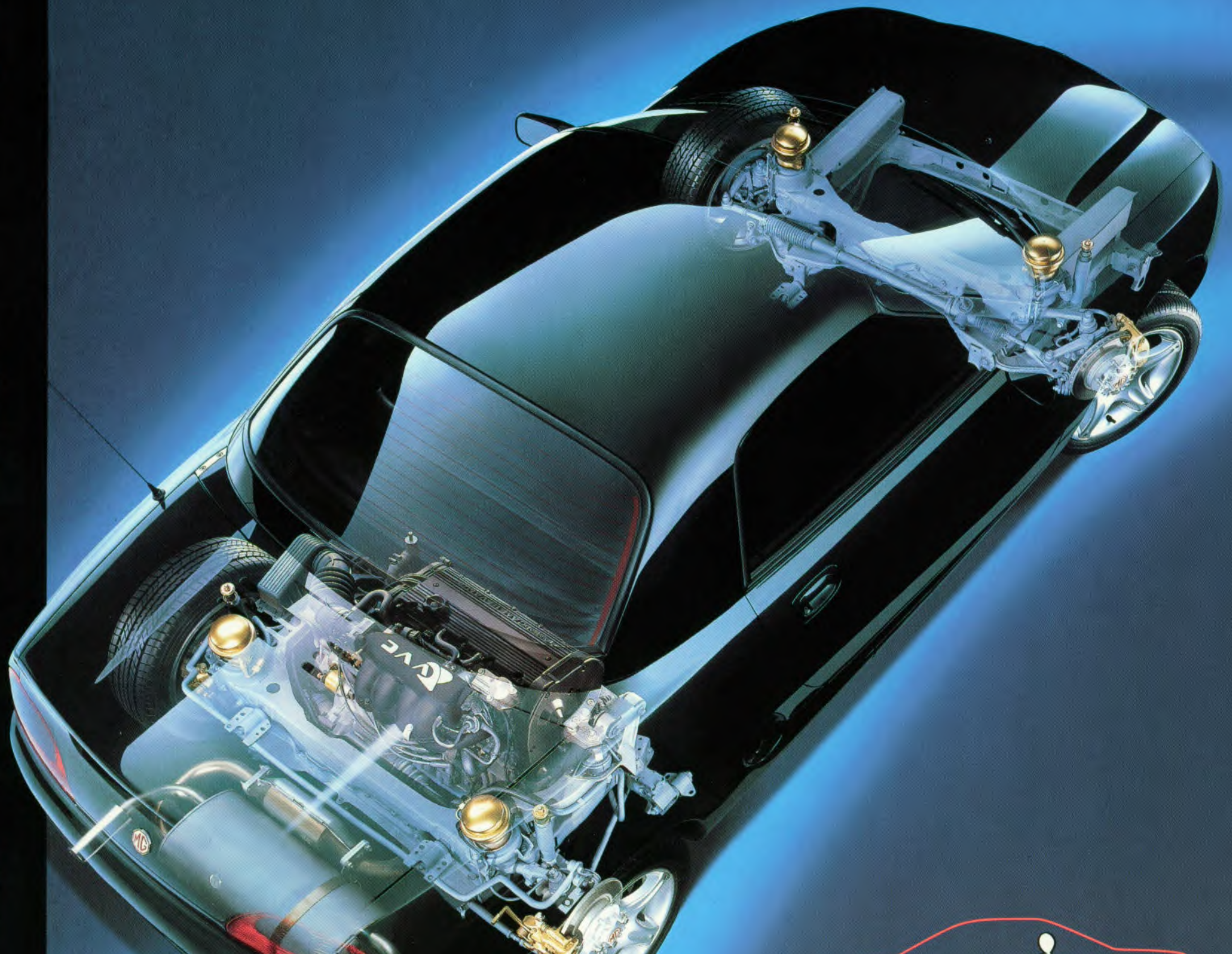
ADVANCED CONTROL

The MGF's mid-engine layout is exploited to the full with classic double wishbone suspension front and rear. Classic, because it's better than any other suspension at keeping the wheels at right angles to the road and the tyre tread

squarely on the tarmac. The MGF's trump card is its outstanding ride quality – with Hydragas® units interlinked front to rear soaking up the bumps and completely eliminating the 'fidgetiness' which often flaws compact sports cars.



The MGF's clever Modular Engine Management System (MEMS) can re-programme itself to optimise performance, economy and emissions control throughout the life of the engine.

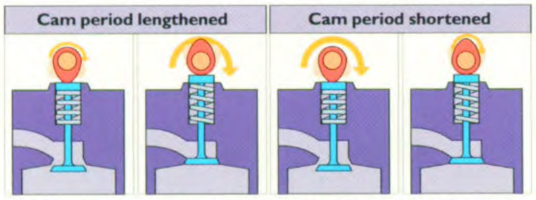


The MGFs mid-engine design allows 55% of its weight to be over the rear wheels, giving better traction when cornering and accelerating. It also gives precise steering, free from torque steer.

GET INTO RACING FORM

Ask an MG*F* chassis engineer just why its mid-engine, rear wheel drive design is better on the bends than any other layout, and he'll enthuse about the 'low polar moment of inertia'. Ask him to translate into plain English, and he'll take an example straight from the gym. Holding a dumbbell in one hand, try and make it turn; because the weights are at either end of the bar, this requires considerable effort. The front-engined car has the same kind of weight distribution. Now imagine that the dumbbell weights are in the centre of the bar – making it far easier to turn. The MG*F*'s mid-engine design does the same job; it's eager to turn, and inherently well-balanced.

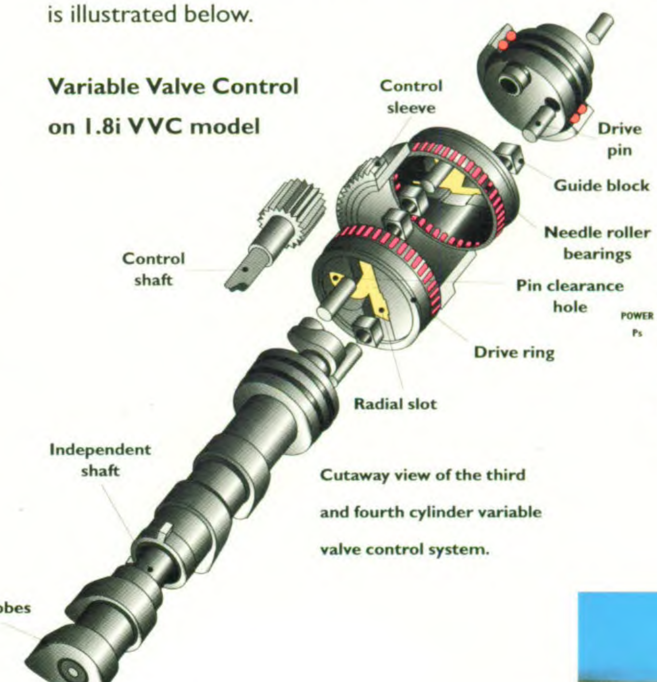
Because the weight of the engine is over the driven wheels, the car has outstanding grip under acceleration. The rear wheel drive design also means that there is no torque steer.



Cam is slowed down when valve is opening	Cam is speeded up when valve is closed	Cam is speeded up when valve is opening	Cam is slowed down when valve is closed

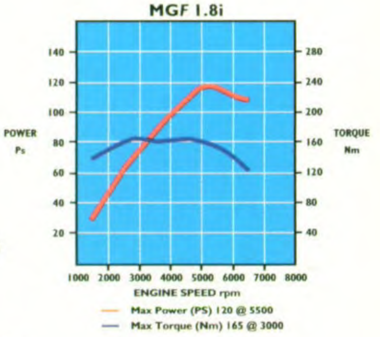
Combine this outstanding agility with the power of the new 1.8i K-Series engine, and the result is pure exhilaration – particularly if you're at the wheel of the MG*F* 1.8i VVC. The unique Variable Valve Control system allows the opening period of the inlet valves to be varied by altering the rotational speed of each cam lobe, under the control of the engine management system. When you accelerate, the cam period is lengthened to increase the volume of mixture entering the cylinders – in effect, allowing the engine to 'take a deeper breath', and delivering truly phenomenal sprinting power. The system is illustrated below.

Variable Valve Control on 1.8i VVC model

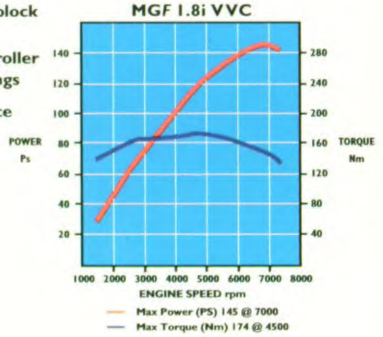


Cutaway view of the third and fourth cylinder variable valve control system.

Power-assisted steering with a difference; the MG*F*'s is electronically controlled. A computer calculates exactly how much assistance is needed for the driving conditions. It's also extremely refined; pump 'groan' and valve 'hiss' are a thing of the past. The system is standard on the MG*F* 1.8i VVC, optional on the MG*F* 1.8i.

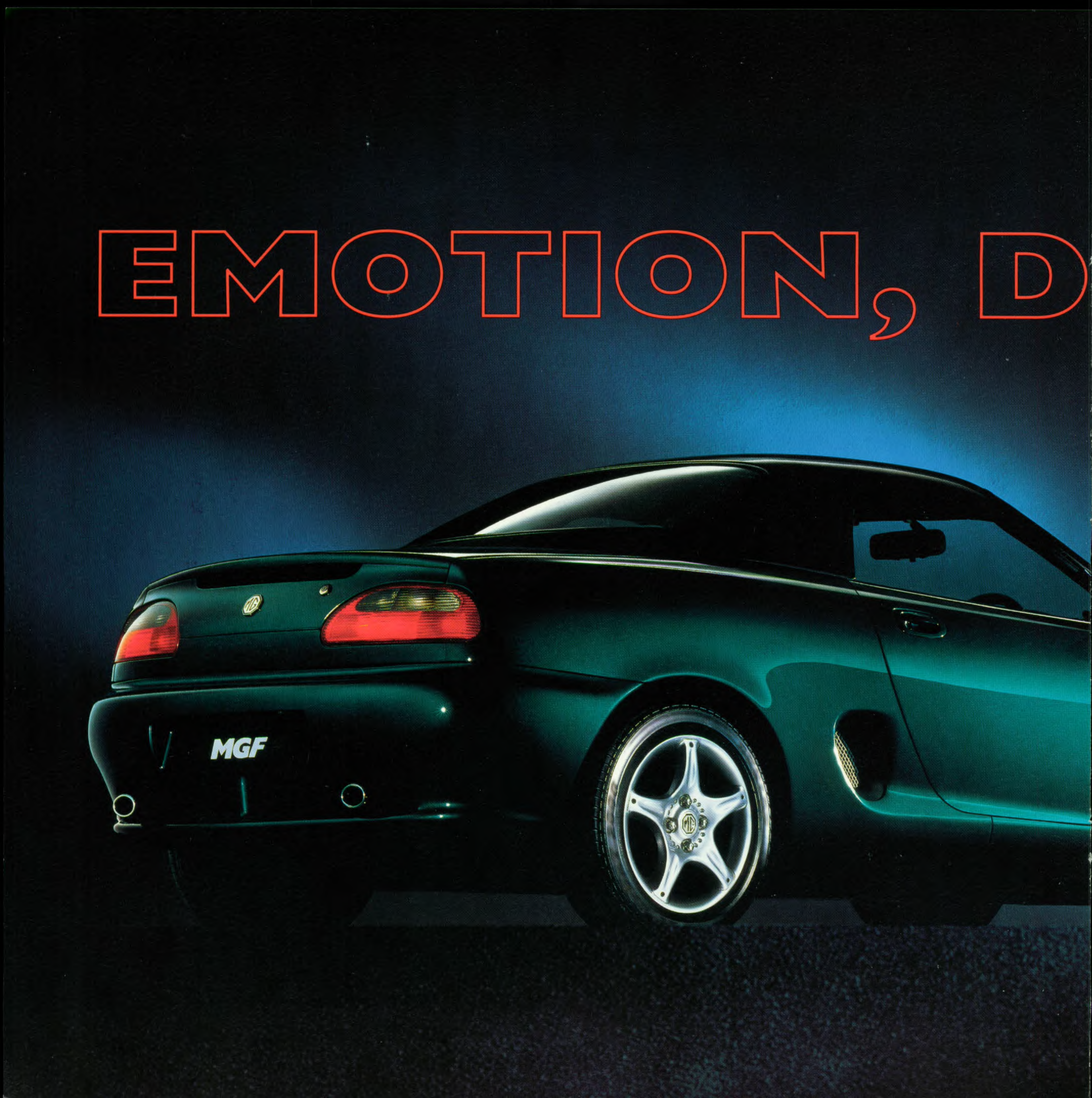


MG*F* 1.8i



MG*F* 1.8i VVC

® Registered Trade Mark.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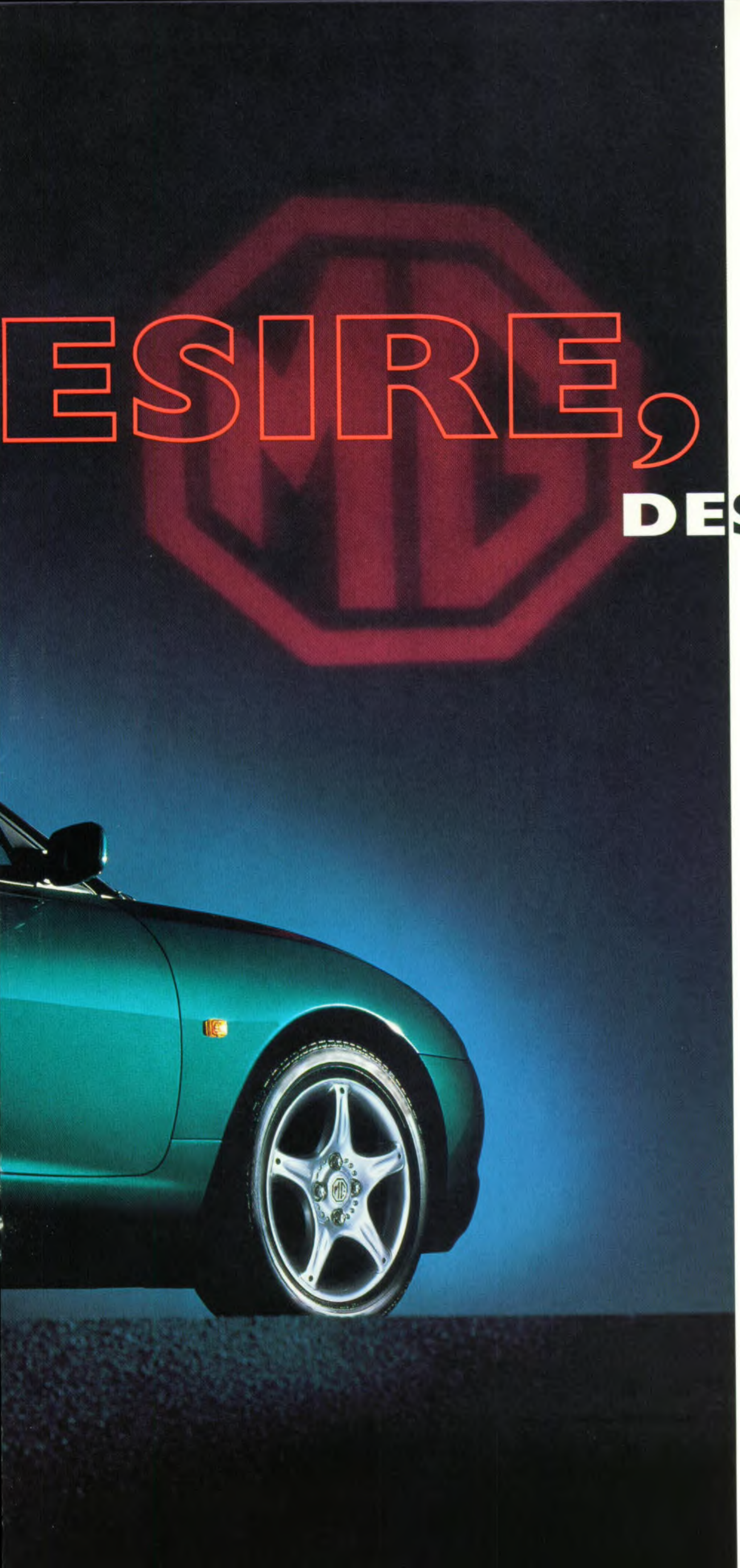
MGF



DESIGN

The heritage is evident in the treatment of the curvaceous bonnet, exposed headlamps and the design of the grille. But the styling of the MG*F* is utterly and boldly modern; a form that is sleek, purposeful and well-balanced.

The mid-engine layout is echoed by the low, raked bonnet line and wedge-shaped styling which, combined with the rounded, muscular wing panels, creates an image of exceptional power.

In essence, the car's beauty lies in its simplicity and freedom from fussy detail. It has a pedigree unique in the world; so there's no need to shout about it. Features such as the rear quarter inlets and the vents on the rear deck panel are there strictly for functional, not cosmetic, reasons.

The MG*F* looks just as seductive with the hood up or down. Fit the optional, glossy black hard top (conveniently, you don't even have to remove the hood), and you suddenly own a startlingly good-looking sports coupe.

Designer Gerry McGovern sums up the philosophy: "We believe we have created a product that will re-establish the kind of sportiness that MG have always been known for. I find the *F* extremely satisfying. It's the miracle of getting MG back on the road."

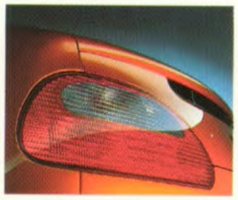
THE TIMELESS IMAGE

The MGF is everything that true sports car enthusiasts have been waiting for. The jewel-like enamelled badge is worn by a car which has been taking the motoring world by storm ever since it was revealed at the Geneva motor show. Whilst the style has a sense of fun and cheekiness, there is also an underlying strength and purpose; perfected by the careful execution of detail features.

The grille and lamps, critical in creating the "face" of the MGF, took months to design. Retracting headlamps were considered, but rejected; MGs have always featured exposed headlamps. The latest technology reflector delivers exceptionally powerful illumination. The front lens has a clip-on fitting to minimise replacement costs in the event of damage.

The rear light clusters integrate smoothly with the clean, rounded forms of the rear end design. At the side, the intake ducts allow air flow to assist engine cooling, and are also finely shaped to harmonise with the overall design. The finish of the fuel filler cap exemplifies the careful attention to detail.

Headlamp.


Rear light cluster.

Air intake duct.

Fuel filler cap.

Exhaust tailpipes.

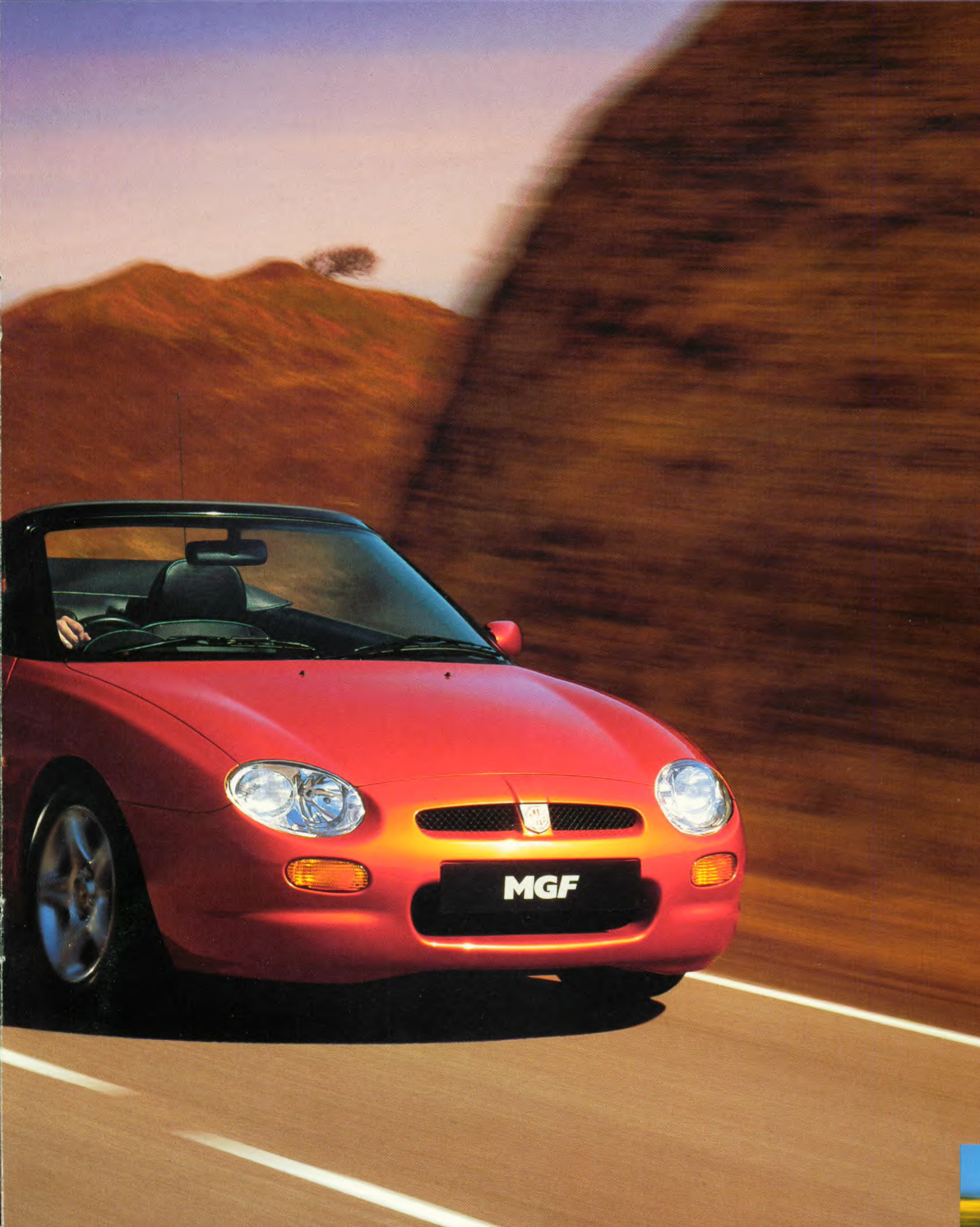
MGF

DRIVE, AND ENJOY

Now you can forget all the disappointing times when you felt that driving should give you something more. This is the car you were looking for; within your reach, at last. The beginning, who knows, of the love affair of

a lifetime. Reviving the golden days of motoring in the true British tradition. When driving was unashamedly about having fun. An experience to be enjoyed for its own sake. A sensation as powerful as your own heartbeat; as powerful, perhaps, as desire itself.

MGF



THE ONE YOU WANT

In a desert where only exotic supercars previously offered the elixir of real driving pleasure, the MG*F* is an oasis. Because MGs have always been affordable – to buy, and to run.

Whether you choose the MG*F* 1.8i, or the MG*F* 1.8i VVC, you'll find that everything, from the servicing to the cost of repairs, has been designed to go easy on your pocket. And keep that smile of enjoyment on your face.

MGF

DRIVING FOR THE FUN OF IT

When you choose to drive a car for the sheer pleasure of it, you expect it to deliver a closely involving experience; where the mere tactile feel of the steering wheel in your hands is critical. There has to be a dialogue, where you and the car are involved in an intimate communication. At the wheel of the MGF, controls come to hand like second nature, making driving fluent and effortless. The gearknob is precisely positioned within easy reach, and feels extremely satisfying in the palm of your hand. All major switches and controls are at your fingertips, exactly where you'd expect to find them. The traditional cream instrument dials are clear and easily read at a glance. Beneath your foot, the drilled accelerator pedal has a wonderfully light, precise action. You can't help having fun in the MGF.

Touch and functionality mattered greatly to the MGF's design team in perfecting the steering wheel.

The MGF's designers went to great lengths to ensure that the gearknob feels as good as it looks.

The drilled accelerator pedal is the classic racing design of the 1930's, and will be appreciated by drivers who like to heel and toe.

Switches are arranged with simple logic and within easy reach.

The 20 watts per channel electronic stereo radio/cassette player also has RDS.

Luggage accommodation is generous for a sports two-seater, with room for two full sets of golf clubs.

The large glovebox is lockable to keep oddments secure, and has cassette stowage.

Drinks holders are provided in the centre console.

LOOK, TOUCH, FEEL, ENJOY

The magic of the MGF's interior owes a great deal to its "dual cockpit" design; where the centre console and fascia enwrap driver and passenger individually, almost to the point of feeling cocooned.

While you enjoy this pleasurable sensation, you'll also of course have all the other refinements you could wish for. A fine in-car entertainment system, for example; giving excellent sound quality, and Radio Data System with traffic information to help you avoid the queues. Electric windows are provided, naturally. Together with so many other thoughtful touches. The upholstery is rich with MG overtones, with the traditional accent piping and 'fluted' seat materials. A choice of red or black fabrics lets you select lively or understated interiors; half-leather seat facings grace the MGF 1.8i VVC.

AT THE WHEEL

The ivory-coloured dials of the instrument binnacle recall traditional MG design cues.

The famous MG octagon adorns the MG*F* fascia.

The cream face of the analogue clock harmonises with the instrument dials.

Lamps are situated in both footwells.

The two latches fastening the hood to the header rail are easily released.

The hood then folds neatly backwards.

For extra security, the bonnet release is located in the boot, which can only be opened by the key.

For all-weather visibility, the optional hard top is fitted with a heated rear screen.

FUN 365 DAYS A YEAR

Because you shouldn't have to engage in a wrestling match with clips and levers in order to have fun, the MG*F*'s designers have made the hood refreshingly simple to fold down. It's fastened to the header rail by two latches which can be easily released; the hood then just folds backwards, all in under a minute.

For extra fresh air with the hood up, the tinted plastic backlight zips down (and should it get damaged, you can replace the screen separately without incurring the cost of an entire new hood).

Best of all, winter needn't keep you out of the MG*F* cockpit. The optional, gloss black hard top is as robust and weather-proof as it's good-looking, and contributes to cabin refinement as well as comfort. The hard top fits easily over the folded hood, and has a heated rear screen for good vision. Drive an open top in the summer months, and change to a snug coupe in the cold. It could be hard to decide which car you like the most.

AIRBAG SAFETY

Complementing the MGF's outstanding structural safety, both models are fitted with a driver's airbag as standard, and a passenger airbag is available as an option. Additional advanced protection is provided by the seatbelt pre-tensioners, which are under the control of the airbag Electronic Control Unit (ECU). To help keep the occupant securely seated, the airbag ECU tightens the seatbelt pre-tensioners 10 milliseconds before activating the airbag. (To get this reaction time into perspective, the blink of an eye takes 100 milliseconds.)

THE STRENGTH OF MGF

The MGF's exceptional power and agility are vital assets in helping you to avoid danger. But you also have the reassurance of knowing that it has one of the strongest bodies ever constructed for a sports two-seater.

The MGF has passed the 55 kph 'offset' barrier test, which is closer to real life situations than the standard EC head-on crash test, because it assesses the car's ability to absorb the full force of a forward impact on the front quarter, and at a higher speed. It's a test which could well become law in the near future.

You'll also have robust protection against the thief – evolved in conjunction with the Police Scientific Development Branch.

In addition to the perimetric alarm (sensing doors, bonnet and boot), the MGF has a sophisticated volumetric alarm which protects the car even with the hood down.

Should you forget to set the alarm, the MGF's engine will still be automatically immobilised 30 seconds after the ignition is switched off and the driver's door opened.

The in-car entertainment system has a detachable keypad, making the set useless with the keypad removed. The unit is also security coded and MG-branded. As an additional precaution, the MG letters appear on the display when the set is switched on. All of which should help to protect your MGF from undesired attention.

The flashing light in the fascia warns the thief that the MGF is well-protected.

The MGF has two levels of locking – normal and superlocking. Superlocking makes it impossible to unlock the doors from inside or outside the car.

The radio/cassette player has a removable keypad, in addition to other security features.

The rear longitudinal members crush to absorb impact forces progressively.

The strong sideframe (GREEN) and steel tubes inside the windscreen pillars (YELLOW) give equivalent bending resistance to saloon cars.

Shock loads are dissipated into the rest of the body structure by the rear subframe (RED).

The doors feature reinforced hinges, and overlap with the sideframe (GREEN) to support it, allowing the high strength steel door beams (BLACK/YELLOW) to resist crushing forces.

In addition to the strong sideframe, the underfloor structure (ORANGE), seat cross members and cabin upper cross member (PURPLE) work together to maintain space inside the cabin in side impacts.

In front and offset impacts, the high strength steel subframe (RED) and front side members (BLUE) absorb impact energy. The screen rail (VIOLET), underfloor structure (ORANGE) and sideframe (GREEN) are designed to resist crushing loads on the cabin area.

Open top motoring.

Black hardtop.

Luggage carrier.

Lockable ski clips.

For more detailed information, please ask your MGF dealer for a copy of the MGF Accessories brochure.

Publication No. AKM 600.

THE CHOICE IS ALL YOURS

At the same time as the MGF's designers were creating the car you always wanted, careful thought was being given to all the other pleasures it could bring you. Adding new dimensions of freedom; further touches of comfort; and the reassurance of additional safety features. The result is a wide range of accessories developed especially for the MGF.

The sleek hard top, which is also available as a manufacturer-fitted option, gives comfort in all weathers.

For holidays, there's a luggage rack for carrying your suitcases, and also an MG luggage bag and suit carrier which are designed to be stowed in the boot. In addition, ski and cycle carriers are ideal for sporting escapes, whilst the boot net allows smaller items to be securely stowed away.

If you like your journeys to be spent in the company of a top-line sound system, a 6-disc CD autochanger is available; giving you up to 6 hours of continuous music, and with sophisticated features such as random track play.

The MG-branded touring kit bag provides convenient stowage for essential holiday items such as first aid kits and maps, whilst the MG security box keeps valuable items safely locked away.

There's a wide choice of safety equipment – including the 'Zero' exterior temperature warning indicator. This is designed to monitor slight external temperature changes which are not apparent from within the car.

The green indicator is lit when temperatures are at 5 degrees C or above; red shows with green when the temperature drops to between 2 and 5 degrees, and a red-only light warns of possible danger at 0 degrees C.

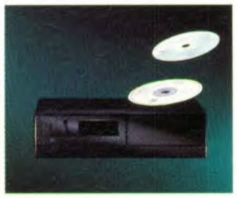
The full range of child seats caters for children from birth to 11 years old. And an advanced new safety feature is the ultrasonic parking aid.

This system senses an object behind the car and emits audible bleeps which increase in frequency as you reverse towards the object.

The ultrasonic parking aid not only helps to protect your MG's bodywork – one day it could save a life.

Fog lamps.

Leather sports steering wheel.



CD autochanger.

Leather sports gear knob.

The famous MG octagon adorns the MG*F* fascia.

The rear light cluster integrates harmoniously with the rear end styling.

6 spoke alloy wheels distinguish the MG*F* 1.8i.

ENGINES

1796cc 120PS K-Series engine

Mid-engined, transverse mounted, rear wheel drive via 5-speed manual transmission.

All-aluminium alloy construction. 4-cylinder, 16-valves. Double overhead camshaft. Lightweight pistons for refinement and performance. Double platinum spark plugs with 66,000 mile service life. Through-bolt construction for durability and consistent performance. Remote-mounted oil fill and dipstick tube for easy filling and level checks. Stainless steel exhaust system for long life. Three way exhaust catalyst.

Modular Engine Management System (MEMS), controlling all major engine functions, including: closed loop control of catalyst: engine immobilisation: radiator fan speed control, reducing fan speed for refinement and economy at lower coolant temperatures: extended fan control to provide a cooling down period if required after ignition switch-off.

11 gallons (50 litres) fuel tank.

1796cc 145PS VVC K-Series engine: additions/changes to above

Variable Valve Control, giving enhanced breathing capability by allowing an infinitely variable range of cam periods between wide limits.

More powerful Modular Engine Management System (MEMS 2J) provides additional electronic control for VVC. MEMS 2J also provides for; full sequential fuel injection, with adaptive control optimising performance, economy and emissions control throughout the life of the engine; distributorless, direct ignition system with one coil per cylinder for consistent, reliable performance. Larger valves, and special aluminium inlet manifold and plenum chamber with increased flow capacity.

SUSPENSION

Independent suspension all round with double wishbones. Hydragas® springs, interconnected front to rear. Front and rear anti-roll bars.

STEERING

Speed sensitive Electric Power Assisted Steering standard on MG*F* 1.8i VVC, optional on MG*F* 1.8i.

BRAKES

Front: ventilated discs and calipers. Rear: solid discs and calipers. Electronic anti-lock braking standard on MG*F* 1.8i VVC, optional on MG*F* 1.8i.

WHEELS AND TYRES

15" alloy wheels with 6J rims and MG logo, with a different style for each of the 2 models.

Front tyres: 185/55VR15. Rear tyres: 205/50 VR15

Temporary spare wheel. Locking wheel nuts.

® Registered Trade Mark.

ELECTRICAL

Electric windows. Heated door mirrors. Column stalk controls for: direction indicators, side lights, headlamp dip/main beam/flash, twin speed wipers with flick wipe and intermittent wipe. Twin horns. Cigar lighter. Styled twin pocket halogen headlamps. Lamps-on warning buzzer. Loadspace lamp. Courtesy operated interior lights with delay. Footwell illumination. Glovebox lamp. Illuminated ignition slot.

IN-CAR ENTERTAINMENT

Electronic stereo radio/cassette player with auto reverse cassette and RDS (Radio Data System) with FM frequencies. RDS gives improved reception by continually re-tuning to the strongest frequency; it also displays the station name, and can receive broadcast Traffic Information. Front door mounted speakers and coaxial tweeters. Screw in rear-mounted aerial.

INSTRUMENTATION

Speedometer with trip recorder. Tachometer. Fuel gauge. Temperature gauges for oil and coolant. Warning lights for: brake system failure/handbrake on; main beam; direction and hazard warning indicators; engine bay fan; low oil pressure; no charge; rear foglamps; SRS airbag warning; ABS failure. Analogue clock.

INTERIOR FEATURES

Full length high centre console, drop down bin and cup holder. Driver's console with coin tray.

Colour-keyed, leather-trimmed steering wheel on MG*F* 1.8i VVC. Sports seats with adjustable head restraints. Driver's clutch footrest and heel mat. Instrument binnacle. Screen-mounted dipping rear view mirror. Heater: 4-speed fan; rotary controls for temperature, distribution and fan speed.

Stowage: lockable glovebox with cassette stowage in lid; seatback stowage pockets; console stowage bin; ashtray; driver's sunvisor with docket pocket; passenger sunvisor with vanity mirror; handbook pocket in boot.

Interior trim: cut pile carpets; boot carpet; sill finishers with bright tread plates; full depth moulded door casings with carpet kick-strip, integral armrest and pull pocket; co-ordinating door inserts.

Internal chrome door handles. Hoodwell with removable panel for engine access. Jack and tool kit.

SAFETY

Driver's side airbag. Passenger airbag optional. Seat belt pre-tensioners activated by airbag Electronic Control Unit. Door side intrusion beams. Fuel tank cage. High tensile steel tubes in windscreen pillars. Impact-absorbing front and rear end structure. Laminated windscreen.

SECURITY

Remoted controlled central door locking and superlocking, also operates volumetric and perimetric alarm. Engine immobiliser with passive arming. LED in instrument pack. Visible chassis number. Key lock on driver's door only. Combined ignition/steering column lock. Security coded, MG-branded in-car entertainment head unit with removable keypad. Locking wheel nuts. Bonnet release located in boot.

EXTERIOR FEATURES

2-door, 2-seater convertible body shell. Woven acrylic fabric black hood with tinted, zip-down rear screen. Optional hardtop with heated rear screen. Turn-key operated boot latch with spring assistance. Tinted glass. Body colour door handles, door mirrors and bumpers.

Side intake grilles. Exposed locking fuel filler cap. Twin front wipers with driver's side aerofoil. Twin washer jets.

Stainless steel exhaust with two bright tailpipes.

MG badge front and rear.

OPTIONAL EXTRAS	1.8i	1.8i VVC
Anti-lock brakes	□	■
Electric power-assisted steering	□	■
Passenger airbag	□	□
Hardtop	□	□

□ Optional ■ Standard

PAINTWORK AND UPHOLSTERY

Exterior Colours	Model/Fabric Colour	
	1.8i Fusion	1.8i VVC Fusion/Leather
Solid Colours		
Flame Red	Red or Black/Green	Red or Black/Green
White Diamond	Red or Black/Green	Red or Black/Green
Clearcoat Metallic Colours*		
British Racing Green	Red or Black/Green	Red or Black/Green
Charcoal	Red or Black/Green	Red or Black/Green
Pearlescent Colours*		
Amaranth	Red or Black/Green	Red or Black/Green
Volcano	Black/Green	Black/Green

Metallic paint contains particles of aluminium flake, making the colour appear to change shade under different light conditions.

Pearlescent paint contains translucent mica particles, giving the illusion of constantly changing, shimmering colour under different light conditions.

*Optional at extra cost.

COLOUR & TRIMS

Flame Red

White Diamond

British Racing Green

Charcoal

Amaranth

Volcano

Fusion

Fusion/Leather

EXTERIOR DIMENSIONS

Height (hood up)	1.27m (49.9in)
Wheelbase	2.38m (93.5in)
Length	3.91m (154.1in)
Width (excluding door mirrors)	1.63m (64.1in)
Width (including door mirrors)	1.78m (70.1in)
Track (front)	1.40m (55.1in)
Track (rear)	1.41m (55.5in)
Turning circle	10.56m (34.7ft)
Kerbside weight (1.8i)	1060kg (2337lb)
Kerbside weight (1.8i VVC)	1070kg (2359lb)

INTERIOR DIMENSIONS

Headroom	0.96m (37.6in)
Max. legroom	1.09m (42.9in)
Shoulder room	1.24m (49.0in)
Luggage capacity	0.21cu.m. (7.4cu.ft.)

PERFORMANCE

	1.8i	1.8i VVC
Max. Power	120PS (EEC)	145PS (EEC)
	@ 5500 rpm	@ 7000 rpm
Max. Torque	165Nm (EEC)	174Nm (EEC)
	@ 3000 rpm	@ 4500 rpm
*Max Speed	120 mph	130 mph
*0 - 60 mph	8.5 secs	7.0 secs
*30 - 50 mph (4th gear)	6.6 secs	6.2 secs
*50 - 70 mph (4th gear)	7.0 secs	6.5 secs

*Manufacturer's data

FUEL ECONOMY

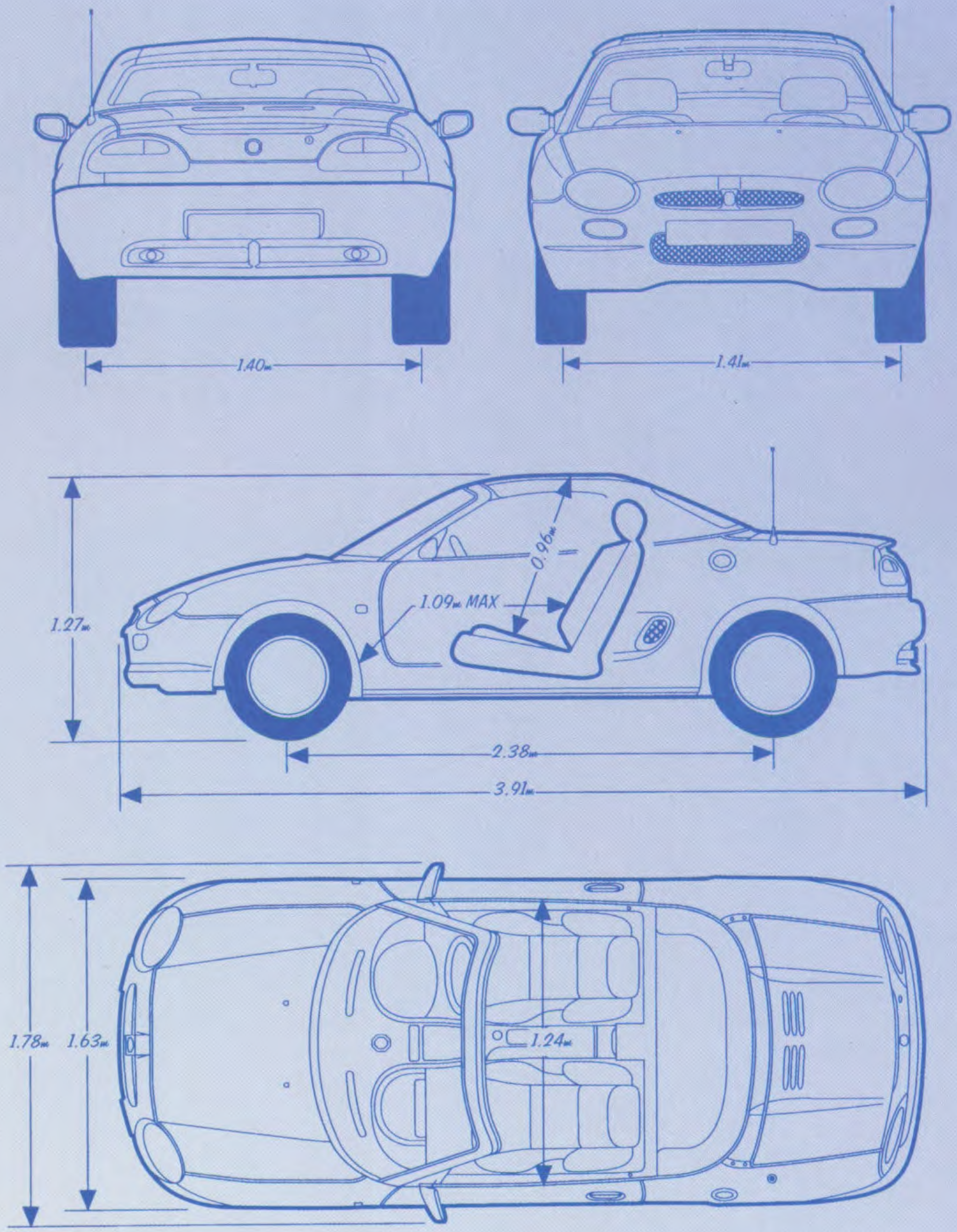
Imperial mpg	1.8i	1.8i VVC
Urban	33.8	30.4
56 mph	55.4	55.6
75 mph	42.4	44.6
Metric L/100km		
Urban	8.3	9.3
90 km/h	5.1	5.1
120 km/h	6.7	6.3

All fuel economy figures are produced in accordance with the Passenger Car Fuel Consumption Order 1983. They have been calculated using a standard testing procedure. Under normal use a car's actual fuel consumption figures may differ from those achieved through the test procedure, depending on driving technique, road and traffic conditions, environmental factors and vehicle condition.

MGF models are equipped with a 3-way controlled catalytic convertor and **must** use unleaded fuel. The use of Premium (95 Ron) unleaded fuel is recommended. Unleaded petrol of a higher octane can be used.

SERVICING INTERVALS

6 months/6,000 miles, whichever occurs first, then every 12 months/12,000 miles thereafter.



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